

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATEDNOTICE OF MEETING:

The Annual Meeting of the Canadian Railroad Historical Association Incorporated will be held in the Transportation Building, 159 Craig Street West, Montreal at 8:00 PM on Wednesday, January 13th, 1953. As is customary, the reading of reports of officers and committees will be read at this meeting, and the election of officers for the year 1954 will follow. All regular and junior members are asked to attend this meeting, as important Association policies for the new year will be discussed.

ASSOCIATION NEWS

As announced in the December News Report, it has been decided to number the Reports consecutively from the first issue which made its appearance in October 1949. For the convenience of our readers who may wish to check their files the News Report numbers, as assigned, are listed as follows:

- 1949 1- October, 2-November, 3-December.  
1950 4- January, 5 February, 6-March, 7-April, 8-May, 9-June  
 10- July-August, 11- September, 12- October, 13- November,  
 14- December.  
1951 15- January, 16- February, 17- March, 18- April, 19-May.  
 20- June-July, 21- August  
1952: 22- February, 23- March, 24- April, 25- May, 26- June,  
 27- July-August, 28- September-October, 29- November,  
 30- December.  
1953: 31- January, 32- February, 33- March, 34- April, 35- May,  
 36- June, 37- September, 38- October, 39- November,  
 40- December.

The Association has accumulated a number of back copies for the past year and for previous years and a list of those available will be offered for sale in the February News Report, No.42.

The attention of the regular and Associate members is again drawn to the fact that 1954 dues are now payable. Regular members pay \$3.00, Junior Members \$1.00, while the Associates who receive the News Report pay \$1.50. Regular and Junior Members are asked to make their remittances to the Treasurer at the Annual Meeting, while Associates should send their remittances by cheque or money order, payable in Canadian funds to the Canadian Railroad Historical Association, addressed to the Editorial Office, 6959 De l'Épée Avenue, Montreal 15, Canada. If you attend to this little duty as soon as possible, you will ensure receiving your copies of our News Report throughout the year.

EXPRESS CAR ?

A Montreal newspaper recently carried a short list of important events which have happened locally in various years in the month of December. One of the items tells of an irate citizen, who, on December 7th, 1906 pulled a revolver from his pocket and fired at a streetcar after the motorman had neglected to stop to pick him up. Motormen (and bus drivers) in Montreal -- BEWARE !!

**MONTREAL WAS POPULAR !**

In days gone by, when locomotives had names, it is surprising how many bore the name "Montreal" :-

1- Portland, Saco & Portsmouth RR		1845 Hinkley
2- Champlain & Saint Lawrence RR		1846 Baldwin
3- Montreal & Lachine RR		1848 Kinmond
4- Atlantic & Saint Lawrence RR		1848 Portland
5- Connecticut River RR		1848 Newcastle
6- Western RR (Massachusetts)	#26	1848 Hinkley
7- Saint Lawrence & Atlantic RR		1850 Portland
8- Vermont Central RR	11	1850 Hinkley
9- Hudson River RR	21	
10-South Eastern Ry.	6	1872 Rhode Island
11-Quebec, Montreal, Ottawa & Occidental Ry.	9	1876 Manchester
12-Canada Atlantic Ry.	6	1882 B&O RR
13-Concord & Montreal RR	54	1889 Manchester
14-Boston & Maine RR.	754	

- R. MacIlzegowie.

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**HOME GUARD**

Canadian National Railways locomotive no. 8335, an O-8-O switcher class P-5-d, was built in 1928 in the Company shops at Moncton, New Brunswick and was assigned to the Moncton yard where it has operated ever since. It is said that the engine has never been more than two miles from the shop where it was built.

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**CANADIAN LOCOMOTIVE BUILDERS**

Part II - Dan. C. Gunn, Hamilton, 1857-60.

by Robert R. Brown

Dan C. Gunn had a small machine shop at the north end of Wentworth Street, in the city of Hamilton, alongside the track of the Great Western Railway. He and his employees carried on a general machine shop business and manufactured a small line of farm implements and mill equipment. Had he continued to do so, he would probably have prospered, but his reckless venture into the unknown field of locomotive building soon ruined the business.

In normal years he might have succeeded, but the serious depression in 1857 was more than he could cope with. Extracts from his letter books reveal a continuous series of crises -- the difficulty of getting orders, the greater difficulty of getting paid and his consequent inability to pay his suppliers. Perhaps the greatest blows were the more successful efforts of James Good, of Toronto and of the Ontario Foundry at Kingston (the latter now the Canadian Locomotive Company). Toward the end, a coolness arose between Gunn and Kinmond, and the latter abandoned the enterprise, making off with the plans of an improved truck, much to Gunn's chagrin. Kinmond subsequently returned to Montreal where he organized a wholesale and retail hardware business, specializing in railway tools and equipment, and prospered as all good Scots should.

Gunn was fortunate in getting two small orders and he set to work immediately, continuing Kinmond's series of works numbers:

Works no.13	G.T.R. no.168	Ham	4-4-0	15x21"	66"	Apl.1857
14	"	Shem	"	"	"	"
15	"	Japheth	"	"	"	"
16	G.W.R.	56 Achilles	0-6-0	16x22"	60"	Aug.1857
17	"	57 Bacchus	"	"	"	"

The "Ham" gained considerable notoriety seven years later when it was involved in Canada's worst railway disaster at Beloeil Bridge. The "Achilles" and "Bacchus", the latter appropriately named, were copies of the famous Stothert & Slaughter freight engines of the Great Western Railway. All of the Kinmond and Gunn engines were inside connected, were plain but well built and apparently gave good service.

In May or June of 1857, the Grand Trunk Railway ordered eight engines for prompt delivery and Gunn set to work but unfortunately the railway fell into one of its frequent periods of financial distress and, being unable to pay for the engines, some of them lay in Gunn's shop for a long time. Much of the work had to be done elsewhere; there were no steam hammers in Canada at that time and all forgings, such as crank axles, shafts, etc., had to be imported from England or the United States and it was the same with brass and copper tubes and castings. Even small iron castings were made outside by Gartshore & Company, of Dundas. Consequently, in assembling his raw materials, Gunn incurred some very heavy liabilities.

In January 1858, writing to a supplier in Cleveland, he stated that he had delivered two of the engines to the Grand Trunk, two were finished but not delivered and the remaining four about half built. He also had on hand the material to build two more for which the Port Hope & Lindsay Railway had given him a tentative order. The Grand Trunk was unable to make further payments and gave Gunn permission to sell the engines elsewhere if he could. The Port Hope & Lindsay Railway was under the thumb of its contractor, Samuel Zimmerman and naturally that deal fell through. The Brockville & Ottawa Railway was in the market for several locomotives and half promised to buy them from Gunn but not long afterward, he learned through newspapers four engines had been bought in Kingston.

On May 31st, 1858, Gunn wrote to Sir Allan McNab who was then in England:

" I send you by Mr. Thompson, of the firm of Gates & Co. of this city, photographs of my premises. I thought perhaps the Illustrated London News would be glad to get one and might insert it and a short notice such as below.

15½ acres, the main building is of stone. 400 feet long by 55 feet wide; an engine house of stone in rear, 30 ft. by 30 ft., of which you can see in the photograph six tall chimnies, and engine in it of 45 h.p. to drive the gearing.

It is just two years since I commenced fitting up the premises. I have put in them upward of £15,000 worth of tools, have turned out twelve locomotives, have five in hand and can turn out from twelve to fifteen a year.

with the tools and men now employed, say 140 men and boys, which with their wives and families form a population of 257 souls. At a small additional expense I could double the number of engines annually, as the power of my engine (stationary engine) is capable of exerting twice the power as at present. There is a siding and switch to the G.W.R., and many other conveniences."

The eight engines for the Grand Trunk were delivered and presumably paid for:

Works No. 18	G.T.R. No. 195	4-4-0	15x21"	66"	Nov.1857
19	" 196	"	"	"	"
20	" 197	"	15½x21	"	Mar.1858
21	" 198	"	"	"	" "
22	" 199	"	"	"	May "
23	" 200	"	"	"	July "
24	" 201	"	"	"	" "
27	" 202	"	"	"	Sept. "

Meanwhile an order was received in March 1858 for a small 20-ton engine for the Montreal and Bytown Railway, better known as the Carillon & Grenville Railway.

Works No. 25	M. & B. No. 2	"Grenville"	4-4-0	12x18"	57"	Aug.1858
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A peculiarity of the "Grenville" was that, although 4-4-0 type, the leading wheels were not in the form of a swivel truck but were rigidly attached to the main frame. Lateral play allowed the engine to negotiate curves but fortunately the road was relatively straight. The "Grenville" ran in regular service until 1910 and was scrapped in 1914.

On November 4th, 1858, Gunn wrote to Walter Shanley, General Manager of the Grand Trunk.

" I have just finished an engine of superior stamp, five-foot six-inch wheel, cylinders 15½ x 21" and have put on the Yates Patent grates and the Marks Patent smoke pipe, which together I am persuaded from the trials both have been put to separately on the Great Western Railway and the Buffalo and Lake Huron Railway on many of their engines, will make a saving of upwards of 30% of the usual quantity of fuel as well as other advantages.

I have another one that can be ready in a month and should like to sell them both to you, the cost as the last, viz., £3,000 each exclusive of patents, which if found not to answer would be replaced with the usual grates and smoke pipe at my expense. They are the same class as the last you had from me. The sale would be a great convenience, in fact I am fearfully hard up or I would not offer them to you as I do. The trucks under the tender are of Trevithick's improved plan as made at the Amoskeag Works. "

Apparently this letter was due to the withdrawal of Kinmond from the business. On November 10th, Gunn wrote - "money matters are no better with me; last week Kinmond, my Superintendent, got on his high horse and left me. " At any rate, this was the end of locomotive building.

On December 16th, 1858, Gunn wrote to Premier (later Sir) John A. Macdonald:

" I have reason to suppose that Mr. W.L. Kinmond who has been my Superintendent of Locomotive Works is about applying, or has applied for a patent for a locomotive truck got up at our works not by him alone, so as to entitle him to any such right. It was got up in part, as at present laid out, from an idea of my own after the Desjardins accident, altered and amended from time to time by the Locomotive Foreman Peter Thornton and another man working in the shop; a model drawings were got up at the works but no one has any exclusive right to ask a patent and neither is it required that one should be got for it as a number of engines with portions of the alterations and improvements are working on the G.T.R. and G.W.R. It is one of those things that grow out of everyday work of such an establishment and should not be patented. Since Mr. Kinmond has left, I miss the drawings and feared some foul play, and wrote to the Patent Office, who answer that the application would go through your office first. "

A month later, on January 11th, 1859, he wrote to a creditor in Montreal:

" Yours to hand. I really cannot send you any money at present for I have not got any. I have two finished locomotives in the shops and they are shut up since Christmas and all the hands paid off. I saw the Grand Trunk Railway Directors but they would give me no orders or encouragement. "

One of the completed engines was sold in March 1859 to the Welland Railway and caused a flurry of excitement. On the 28th of the month, Gunn wrote to Messrs. G.W. Burton, Chas. Sadlier and W. Merritt, Directors of the road:

" After what took place with Mr. Merritt on Saturday relative to his ordering Mr. Kinmond and a gang of men to go and get the key and take out of my workshops a locomotive, no. 26 and as stated by you afterwards for the purpose of a trial of power and speed on the Welland Railway under the expectation of making a sale of it and without in any way consulting me, I protest against this proceeding. "

However, he cooled off and the following day wrote to F. Shanley, Chief Engineer of the Welland Railway:

" The bearer of this, S. Tout, goes down in charge of a locomotive ordered to be sent to you for trial by Messrs. Burton, Sadlier and Merritt. The engine will require two or three days' quiet working so as to get oil and dirt out of the boiler. Tout is a good careful man and excellent engine driver and was selected as such by Mr. Kinmond, who, I believe Mr. Merritt is desirous should also accompany the engine when tried and very properly too, as the builder or Superintendent of her during her construction. "

The trials were successful and the engine sold:  
Works No. 26 Welland Ry. No. 4 "Erie" 4-4-0 15½x24" 66" Mar. 1859  
A year later, the remaining engine was bought by the Grand Trunk Ry.:  
Works No. 28 G.T.R. No. 212 4-4-0 15x20" 66" May 1860

PACIFIC GREAT EASTERN RY.

Proposal has been made by the Government of the Province of British Columbia that the Federal Government help it launch a

\$238,000,000 economic expansion programme, to be spread over a period of years. Of particular interest to rail transportation people is one of the items in the programme. It proposes that a 311-mile extension be made to the Provincially-owned Pacific Great Eastern Railway. The southern end would be extended by 40 miles to enable the line to reach Vancouver. The northern end would be pushed 271 miles farther north from Prince George to Dawson Creek in the Peace River country. Unofficially, cost of this portion of the programme is estimated at about \$75,000,000. Dawson Creek is also served by Northern Alberta Railways and is situated at the southern end of the Alaska Highway.

Extension of the PGE would allow expansion of trade with Asiatic countries, particularly Japan. It would also bring the Vancouver market into closer touch with the north. In the event that the Federal Government was not favourable to assist in financing the northward extension of the railway (which has been a consistent money loser) it was suggested by the Premier of B.C., Mr. Bennett, that the Government might consider outright purchase of the railway, or that Ottawa might wish to enter a joint ownership with the provincial government. In the latter case, price of Federal partnership would be the cost of adding the extensions.

However, Prime Minister St. Laurent was quoted as saying, when the proposal to buy or take over the PGE was put before him -- "Is there a railway for sale? - No, sir, I am not buying a railway for my grand-children."

(Editor's comment - Too bad, it's such a scenic line, too.)

MONTREAL TRANSPORTATION  
COMMISSION

On December 7th, 1953 a number of route changes took place in the MTC rail system. On that date, two supplementary new routes were established; Route 7A SHERBROOKE (Somerset)

operating from Atwater and St. Catherine, via Atwater, Sherbrooke, Girouard, Monkland, Grand Blvd., and Somerset to Walkley, returning by same route and using Forum loop at Atwater. Route 9A SHERBROOKE (Elmhurst), extending from the Forum Loop at Atwater, via Atwater, Sherbrooke to Elmhurst Loop at Montreal West, and return by the same route. On the same date, route 76 UNIVERSITY was extended westward from Atwater to Victoria Loop at Westmount station.

On Friday, December 11th, car 1625 was shown to a group of MTC officials as well as a representative of our Association. This car is the first of the 1625-1674 series trailer cars to be converted to one-man service. The car does not differ very much outwardly from the 1600-24, and 1675-99 series of one-man cars, which were converted from trailers twenty years ago, though the roof ventilators on the newly-rebuilt unit are smaller than on the other previously-converted units. The interior of the car has been arranged with the staggered transverse seat arrangement, five transverse seats being placed opposite a longitudinal seat in the front half of the car with the entrance

ment reversed in the rear half of the car. The first unit, 1625, has been observed in service on the OUTREMONT #29 route.

#### TRANSIT

Ottawa Transportation Commission, in a move designed to effect certain savings, has had the clocks in Ottawa trolley cars removed. The General Manager of the OTC announced that the move was made because of labour costs involved in the upkeep and repair of the clocks. Long a feature of street cars in the nation's capital, the timepieces now take their bow as victims of rising costs. The Ottawa trolley-rider will now be left to fret alone at the lateness of the hour, unaided by a clock in his car to remind him how late he will be to his place of employment, or how few the moments are before he must reach Union Station to catch a train.

Recently, British Columbia Electric Railway moved to further its plan to replace interurban lines in and around Vancouver. The Burnaby Lake interurban line was been discontinued, and cars on the Central Park route now operate only a portion of the route to New Westminster, as far as the Burnaby boundary. It is expected that the remaining section will be replaced by busses in the spring. These changes took place on Friday, October 23rd. Only two trolley routes remain in Vancouver, and officials expect that they will have disappeared by 1955.

#### MISCELLANEOUS

By a majority of votes in the recent municipal referendum, the ratepayers of the city of London voted to retain the passenger service of the London & Port Stanley Railway, instead of selling the franchise for this traffic to Eastern Canadian Greyhound Lines, on the terms of an agreement drafted in 1951. At the conclusion of the voting, it was estimated that it would cost at least \$300,000 to rebuild the present passenger equipment, and that eventually, new equipment would have to be purchased at a cost of at least \$1,000,000. The London & Port Stanley, incidentally, is the oldest railway company in Canada still carrying its original name, which has been in use for nearly a century.

During November, the BC logging firm of McMillan & Bloedel disposed of three of its logging railways, which have served this important British Columbia industry for nearly half a century. The Company is switching over to truck logging at an estimated cost of \$2,300,000. Railway equipment for sale for re-use or scrap includes 15 locomotives, 400 log cars, 50 flat and tank cars and about 300 miles of track. It amounts to about 35,000 tons.

On December 7th, Canadian National Railways inaugurated double-headed electric engines in regular daily suburban service through the Mount Royal Tunnel. On that day, engines 104 and 101 pulled train 352 into the Montreal Terminal. On the same day, train 384, formerly consisting of eight multiple-unit cars, was increased to twelve units.

Canadian Pacific Railway will introduce overnight sleeping car service between Montreal and Trois Rivieres on January 11th; service will continue daily thereafter until March 15th.

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